(घ) विमान की सुरक्षा के संबंध में पायी गयी खामियों का ब्यौरा क्या है और उन्हें दूर करने के लिए क्या कदम उठाये गए हैं ?

नागर विमानन और पर्यटन मंत्री (श्री गुलाम नबी आजाद) : (क) दिल्ली हवाई अड्डे पर मार्च, 1994 के अंतिम सप्ताह के दौरान, इंडियन एयरलाइन्स के दो बी-737 विमानों पर मास्टर कॉशन एनन्सिएटर के तार काटने के मामले रिपोर्ट किये गए हैं। पहली घटना की रिपोर्ट 24-3-94 को 2020 बजे कलकत्ता से आने के बाद विमान बीटी-ईजीडी के संबंध में मिली थी। दूसरी घटना 25-3-94 को दिल्ली-आगरा मार्ग पर विमान बीटी-ईसीपी के संबंध में इसके प्रचालनों से पूर्व काकपिट तैयार जांच के दौरान रिपोर्ट की गई थी।

(ख) पिछले छः महीनों के दौरान इंडियन एयरलाइन्स में इस किस्म की कोई घटना रिपोर्ट नहीं की गई।

(ग) पुलिस द्वारा मामलों की छानबीन की जा रही है।

(घ) इंडियन एयरलाइन्स के विमानों में तथा इसके आसपास सुरक्षा को कड़ा कर दिया गया है। लम्बी अवधियों के लिए पार्क किए गए सभी विमानों को सुरक्षा टेपों से सील करने के अनुदेश जारी किए गए हैं। ऐसे विमानों पर विशेष विमान घुसपैठिया खोजी प्रणालियां भी लगाई जा रही हैं। विमान में प्रवेश करने वाले व्यक्तियों की निगरानी तथा तलाशी को भी कड़ा कर दिया गया है।

Modernisation of Airport Facilities

3912. SHRI KRISHNA KUMAR BIRLA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether airport facilities at various airports in the country are proposed to re modernised;

(b) if so, the details of the airports provided with modern facilities as on 31st January, 1994 ;

(c) whether the question of air safety to passengers has also been examined; and

(d) if so, the details of steps taken in this regard ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) Modernisation of airports and other infrastructural facilities is a continuing process and is taken up in a phased manner depending upon the requirements projected and availability of resources.

(b) All the five international airports at Delhi, Mumbai, Madras, Calcutta and Trivandrum, controlled by International Airports Authority of India (IAAI) have been provided with modern facilities.

National Airports Authority (NAA) is providing modern facilities at Vadodara, Ahmedabad, Jaipur, Lucknow, Bhubaneswar, Calicut, Bangalore, Goa, Guwahati, Hyderabad, Imphal, Indore, Patna, Vara-nasi and Nagpur.

(c) and (d) While all the airports having operation of commercial air services are equipped with adequate navigational facilities for safe air operations, progressive modernisation is being undertaken at various airports by upgradation of navigational aids and air traffic services by procuring Airport Surveillance Radar/ Monopulse Surveillance Radar and Instrument Landing System.

UNDP Aid for Development of Tourism

3913. SHRI KRISHNA KUMAR BIRLA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the United Nations Development Programme has decided to grant aid to Government for the development of tourism ;

(b) if so, the terms and conditions laid down for grant of assistance;

(c) the details of tourist spots in the country to be prcmoted; and

(d) to what extent the inflow of tourists is likelv to increase ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) No. Sir.

(b) to (d) Do not arise.

Setting up of Aircraft Maintenance Facility in India

3914. SHRI VIREN J. SHAH:
SHRI PRAMOD MAHAJAN :

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Boeing Commercial Airplane Group propose to set up an aircraft maintenance facility in India, in co-operation with the Hindustan Aero-nautics Ltd., to meet the rising maintenance needs of private airlines;

(b) if so, what are the details in this regard;

(c) whether the air taxi operators in India send their wet leased Boeing aircraft and crew abroad for maintenance and training;

(d) if so, the number of such aircrafts sent abroad during 1993 and so far in 1994 and what are the reasons therefor;

(e) whether Indjan Airlines which has a massive set up, has expressed its inability to Offer such facility to private operators;

(f) if so, what are the reasons therefor ;

(g) what is the extent of expenditure incurred by the operators of private air taxis by sending their aircrafts abroad; and

(h) what would have been the earnings of Indian Airlines in case they had offered such facilities to the private taxi operators ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) No such proposal has been received so far.

(e) There is no wet leased aircraft with any of the Air Taxi operators.

(d) Does not arise.

(e) and (f) The existing facilities in Indian Airlines are at present needed for maintenance of its own fleet and to pro vide maintenance assistance to Hindustan Aeronautics Limited and Air India.

(g) The amount spent on maintenance of aircraft by different Air Taxi operators are not known.

(h) Does not arise in view of (e) above.

Operation of Flights between Delhi and Bombay

3915. SHRI CHIMANBHAI MEHTA :
SHRIMATI RENUKA CHOWDHURY :
SHRI G. G. SWELL :
SHRI ANANTRAY DEVSHANKER DAVE:
SHRISARADA MOHANTY:
SHRI SOM PAL:
Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that as many as 235 flights operate between Delhi and Mumbai per week, leading to total load factor of less than 55 per cent for all airlines which is not the break-even for viable commercial operations, as reported in the 'Observer', Mumbai edition of 4th April, 1994;

(b) the details about the number of flights on major routes per week and their commercial viability ; and

(c) what was the average number of offtake of passengers per flight during the last three months and residual waiting list per flight of Indian Airlines at Ahmedabad, Hyderabad, Mumbai, Delhi and Calcutta ?

THE MINISTER OF ClVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) Indian Airlines operates 28 flights in a week between Mumbai and Delhi, all of which meet cash costs of operation. Air Taxi Operators connect Delhi and Mumbai by 61 flights per week on an average. They being non-scheduled operators commercial viability of these flights is not known.

(b) The details of the number of flights per week presently operated by Indian Airlines on the major routes are at State ment I *(See* below) almost all of which meet the cash costs of operations. Air Taxi Operators being non-scheduled operators, operate according to their commercial judgement and therefore, it is not possible to indicate the exact number of flights on major routes and their com mercial viability.

(c) The number of passengers carried per flight per day during the three month period (December, 1993 February, 1994) is given at statement II *(See* below). Information pertaining to waiting lists per flight of Indian Airlines at Ahmedabad, Hyderabad, Mumbai, Delhi and Calcutta is not compiled.

Statement I

Ditails of the number of flights by Indian Airlines per week on major routes

	A-300	A-320	B-737
Bombay-Banga lore	14	7	—
Bombay-Calcutta	7	7	—
Bombay-Delhi	28	—	—
Bombay-Hyderabad	5	13	3
Bombay-Madras	14	3	—
Bombay-Trivandrum	—	7	—
Colcutta-Djlhi	14	—	3
Calcutta-Bangalore	—	7	—
Calcutta-Madras	—	7	—
Delhi-Hyderabad	—	14	—'
Delhi-Madras	7	7	—
Delhi-Bangalore	—	14	—

Statement II

Aerage number of passengers carried per flight per day during December, 1993, *January,* 1994 *and February,* 1994

	Three months carriage	Average per fit. per day
DELHI/BOMBAY		
IC-186 .	11143	124
IC-182	15900	176
IC-405	20062	222
lC-184 .	15115	168